

I-5 Open Space Plan- June 30, 2003

Advisory Committee Meeting *Draft* Comments

Present: Suzanne Carlson, Justin Vander Pol, Frank Gonzalez, Kari Mosden, Sharon LeVine, Jerry Malmo, Jack Tomkinson, Art Tuftee, Monique Lynnes, Vishnul Kapoor

Off Leash Area

- A concern was raised that OLA was not approved in the Eastlake Neighborhood Plan but is now included in the Schematic Design– *The 1.2 Acres at the I-5 site was proposed by Park and was supported by at the April 15 Concept Plan workshop.*
- Visual accessibility between mountain bikes and dogs are acceptable, but avoid shared physical nodes of contact
- OLA requires grading to achieve flat areas- entire 1.2A include some steep slopes that may not be useable
- Some wheelchair visitors and parents with strollers have dogs and might use the Off Leash Area.

Site Circulation

- Is ADA access required to get to OLA or bike areas? *It was suggested that Parks should check with ADA special interest groups and Parks Department ADA resource to advise on where access is needed within the park*
- Can WSDOT access roads be worked into the site topography to create a better, less forced design?

Mountain Bikes

- A gathering space for bikes, bike toy feature, and multi-path bike route was proposed to the north of the parking lot at Franklin to connect to the mountain biking areas to the east. This would provide a challenging workout, while locating the ‘face of activity’ at the road.
- Various suggestions to allow for this activity included the following:
- Relocate parking to the south of the OLA, and move the small dog OLA to the north or east. Residents were

opposed to locating active uses north of Blaine. Expanding OLA to the east would encroach into the potential slide area, which is not recommended for OLA. Relocate the small dog area to the north, adjacent to the parking lot. *Parks and CDC to study alternatives and to make a recommendation.*

- Concerns arose about pedestrian/ADA crossings with bicycles. Signage will be needed at critical intersections, but mountain bikes will travel on one-way roads, at slow controlled speeds to avoid accidents. Pedestrian/Mountain bike crossings will be few, but signage should be provided in critical areas within the park, and for commuter bikes on the urban trail shared by wheelchairs and pedestrians.

Concept and Budget

- Desired improvements will cost three times more than the budget will allow. Parks intent is to design to the 1.1 million budget. Therefore, decisions on priority need to be made now.
- Consensus on the direction of the current schematic circulation should be made in regard to ADA accessibility prior to revisiting the costs.
- It was agreed by the committee that the character of the park is unique and not the prototypical Olmsted landscaped park. CDC presented some concept ideas that would integrate well with the existing site character ranging from engineered/art ruins to featuring the slots overhead in the freeway.
- Like the concept of light, rain through overhead slots

- Concern was raised that programmatic issues are limiting the possibilities of the site. A strong concept should drive the project, rather than the program and space issues.
- Don't get too carried away with developing landscaped areas if they will not be maintained
- Don't underestimate the ability of the site to be a pleasant place.
- Community groups could provide volunteer labor or fundraising-BBTC plans to approach corporate sponsorship

concepts at next meeting. A tentative schedule includes:

- Week of July 21 – Advisory Committee Meeting to review Schematic Designs
- Early August - Public Workshop
- Pro View Review
- Park Board Briefing and Public Hearing August 14 and Recommendation August 28.
- September-Schematic Design completion date

Next Steps

- Parks will provide direction to CDC on program. CDC will present design